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[1134-1]

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[a42]

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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[a1623]

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For Terms, apply to  
THE MANAGER.  
[a196]

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Hongkong, 21st September, 1905. [504]



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AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909.

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Only communications relating to the news  
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Correspondents must forward their names and  
addresses with communications addressed to the  
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No anonymously signed communications that  
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Telegraphic Address: PRESS.  
Cables: A.S.W. 5th Ed. Lieber.  
P. O. Box, 94. Telephone No. 12.DEATH.  
On the 1st day of September, 1909, AMOOL  
RAHIM SOODRAM, aged 32 years.HONGKONG OFFICE: 10A, DES VOGES ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, SEPTEMBER 4TH 1909.

SINCE the passing of the Merchant Shipping Act of 1906, which imposed a language test on all seamen, British subjects excepted, and more especially since the issue some few months ago of a minute by the Board of Trade with a view to the stricter enforcement of this rule, we have seen some surprising statements published under the authority of one or other of the Seamen's Unions intended to discredit the Chinese sailor. The general grievances against Chinese sailors is that in a great number of instances they have succeeded in evading the Act by declaring that their domicile is Hongkong, and by the issue of the Board of Trade minute superintendents of Mercantile Marine offices in the United Kingdom were informed that in future no Oriental seaman or other person of apparently foreign origin would be exempted from the provision of the Act unless he could produce a certificate of birth, a certificate of naturalisation, or some other authenticated official document showing that he is a British subject or the inhabitant of a British Protectorate. But even this does not appear to give satisfaction to the promoters of the Act, and resort is being had to other devices to prejudice the public against the Chinese sailor. Recently Chinese sailors were referred to by a Labour

member in the House of Commons, on the strength of observations made in Poplar, as men who habitually get drunk and are so violent on such occasions that a single man needs the attentions of a half-dozen policemen. As was pointed out in the *Daily Press* at the time, the type of Chinaman found in Poplar, if the description given be accurate, bears no resemblance to the type in Hongkong, where we have the advantage of seeing more Chinese seamen in a week than are to be seen in any European port in a decade. Seldom is a drunken Chinaman to be seen in the streets, and the Police Court records bear eloquent testimony to the sobriety of the race in that they do not show as regards the Chinese an average of one conviction a month for drunkenness. Another charge made against the Chinese sailor is that in an emergency he cannot be depended on to assist in saving life, as it is against his personal interests to do so. In a communication recently sent to the Press by the Merchant Service Guild occurs the astonishing statement that, according to Chinese law, a Chinaman is bound to maintain the man he rescues from drowning for the rest of his natural life. We have not been able to learn that there is the slightest foundation in fact for this assertion. While one or two instances have come within our own knowledge of Chinese sampan men, in the harbour of Hongkong, deliberately refusing to assist a drowning man when called upon to do so, yet those who know their China well are aware that this callousness is not characteristic of the whole race. On the contrary, China has had its "Lifeboat Guild" for, we dare say, hundreds of years, and it is rightly regarded as one of the most meritorious of the elaborate systems of guilds which permeates Chinese society. We are not aware that the laudable work of the guild is much in evidence in South China, but no one who has travelled up the Yangtze River can be unfamiliar with the excellent rescue work performed by the "red-boats," which in fine weather lay up in creeks and shelters while the crews pass their time in leisure, but as soon as a storm arises put out and ride to a drift anchor, ready at a moment's notice to hoist sail and dash to the rescue of any craft in distress. Mr. OLIVER READY, in his interesting book on "Life and Sport in China," devotes a couple of pages to the work of this Guild on the Yangtze, and from personal observation writes in high appreciation of the rescue work done by these boats. As a set-off to the one or two isolated instances of callousness to which we have been referring, as occurring in the harbour of Hongkong, we may recall the interesting ceremony which took place only a few months ago, when thirteen Chinese gigmien in the service of the Imperial Maritime Customs at Tientsin, in the Kowloon district, were the recipients of well-merited honours conferred upon them by the Viceroy of Canton for the gallantry they displayed in saving the lives of some 160 junk people during the typhoon of last year. Mr. HARRIS, the Commissioner of Customs, when handing the honours to the men, spoke in the highest terms of the services which were thus rewarded, and added that the men had acted as he should have expected them to act—faithful to the traditions of their native land. The Chinese sailor may have his defects, but he has many admirable qualities, too. Sobriety is certainly one of them, and we would hesitate to believe that in an emergency Chinese sailors would compare at all unfavourably with average crews of any other race. That the Chinese sailor would be held back from rescue work by a knowledge that he would saddle himself, under Chinese law, for the rest of his life with the responsibility of maintaining the person rescued is a malicious invention too palpably absurd, we should imagine, to deceive anybody.

On Thursday afternoon the V.R.C. beat the B.E. by five goals to nil in the water polo shield competition.

The Indian opium revenue to date this year is eleven and a half lakhs behind the estimate, the falling off being entirely in connection with the Bengal article.

At the Magistracy yesterday Mr. Hazeland imposed a fine of \$25 upon a sampanman for making fast to the *Clara Jensen* while the steamer was under way.

Lady Hornby, widow of the late Sir Edmund Hornby, formerly Chief Justice of H.B.M.'s Supreme Court for China and Japan at Shanghai, died on July 20th in South Devon.

Mr. F. J. Pigott has been appointed Colonial Engineer and Surveyor General of the Straits Settlements in succession to Col. Murray. Mr. Pigott had been Deputy Colonial Engineer in the service of the Straits Government. To the position he vacates Mr. C. G. May has been appointed.

The Government, it will be noticed, is again advertising for tenders for the Hongkong Opium Farm. Previous advertisements called for tenders to be sent in before August 31st. The time is now extended to September 30th.

Several cases of sickness have broken out on board H. M. S. *Britomart* (says a *Hankow* paper of August 27) and two sailors, one said with cholera and the other suffering from typhoid, have been removed to hospital. Both are progressing as favourably as can be expected, while four other invalids on board are doing well.

Says the *B. N. B. Herald*: Those of our old officials who remember when it took weeks, sometimes months, to get to the interior, and then with great risk, can hardly realise the fact that gymkhana are held at Tenom, and that excursion trains are advertised to attend the Interior Gymkhana at single fares for the return journey. It is a sign that North Borneo is forging ahead and getting quite up to date.

An interesting case was heard at the Magistracy yesterday when the owner of a shop in Connaught Road was charged with being in possession of opium. The evidence for the prosecution was that information was brought to the Opium Farmer that opium was being hidden in his shop, and when the premises were raided a handbag containing opium was found, and a purse containing money. Defendant explained that two women had come from Macao to his place, and leaving the handbag, and the purse in his custody went out for a walk but did not return. In the circumstances the prosecution withdrew the charge.

Two deaths from cholera are reported from Chefoo. The first was that of the Rev. George Cornwall, who had spent seventeen years in China. It appears that Mr. Cornwall, with his wife and family, were spending a few days at a friend's house; he returned to Temple Hill on Wednesday morning and drank some water from a filter that had been standing there since the family had left the house. About 4 p.m. he began to feel unwell, with sickness and much pain. He went at once to where his wife and family were staying, became worse, and though Dr. Hill managed to stay the disease, the heart was too weak to sustain the collapse that invariably accompanies cholera, and he sank away shortly after midnight. He leaves a widow and six or seven children, one in America. Mr. Cornwall had recently suffered from two attacks of dysentery and was considerably below par, so that he was quite unequal to the strain of a severe attack of cholera. The second case was that of Miss Florence Ferguson, whose father is the representative of the British and Foreign Bible Society at Chefoo, Seachuan. It appears that the little girl, who was about ten years of age, and a scholar of the China Inland Mission Preparatory School, had visited on Wednesday at the home of the Rev. George Cornwall. It is suspected that Miss Ferguson contracted the disease through this visit, no signs of cholera having appeared in the school prior to her illness. The *N. C. Daily News* is informed that thus far no other children have been attacked by the disease.

HONGKONG UNIVERSITY.  
IMPERIAL GOVERNMENT PROMISE  
SCHOLARSHIPS.

We are informed that the Executive Council has received a telegram from the Secretary of State for the Colonies communicating the information that the Imperial Government approves of the establishment of a University at Hongkong, and that £300 annually will be voted for scholarships.

SUPREME COURT.  
Friday, 3rd September, 1909.

IN SUMMARY JURISDICTION.  
BEFORE HIS HONOUR Mr. H. H. J. GOMPERTZ (PUNISH JUDGES).

A PLAINTIFF'S PRIZE.  
The No. 1 bar boy at the Bell's Vue Hotel was sued by a comrade for \$80.65, balance due for provisions supplied. Defendant had consented to judgment. This, however, did not satisfy Mr. Reader Harris, who appeared for the plaintiff, and asked that defendant be committed to prison as there was a likelihood of his running away.

His Lordship (to defendant)—Are you going to run away?  
Defendant—No, my Lord, I will not abscond.  
Mr. Harris—It is more on the ground, my Lord, that he is likely to hide himself.  
His Lordship—Hide himself in the Colony?  
Mr. Harris—Yes, my Lord.  
Plaintiff said he had many times gone to the hotel in order to get the money, but he could never find the defendant. If he chose to hide himself in a room it was impossible to make a search.

His Lordship—That is true of anybody. Do you think he did hide himself?  
Plaintiff—Yes.  
Defendant explained that when plaintiff called he had been out collecting debts.  
Mr. Harris did not proceed with the application and judgment was entered for plaintiff.

LATEST STEAMER MOVEMENTS.  
The C.N. Co.'s str. *Anhui* left Shanghai on the 2nd inst. and is due here to-morrow.  
The P. & O. str. *Ceylon* left Singapore for this port on the 3rd instant at noon, and is due here on the 8th instant at about 2 p.m.

## TELEGRAMS.

[Protected by the Telegraphic Messages  
Copyright Ordinance 1894]  
[REUTERS'S SERVICE TO THE "HONGKONG  
DAILY PRESS"]

THE DISCOVERY OF THE  
NORTH POLE.

DR. COOK'S ACCOUNT.

LONDON, September 3rd.  
Dr. F. A. Cook has telegraphed an account of his expedition to the "New York Herald."

He states that after a great struggle with hunger and cold he reached the Pole. He found a big game country, and then land whereon stand the northernmost rocks of the world. He had great luck in finding Esquimaux gathered in the big game country on a bear hunt at Anaktok. Meat was plentiful and there were hundreds of healthy dogs. Thus he got expert assistance and a splendid outfit only 700 miles from the Pole.

Describing his approach towards the Pole, accompanied by two Esquimaux and twenty-six dogs, Dr. Cook states that astronomical observations were daily secured until the 21st of April, when he was fourteen seconds from the Pole. He advanced the requisite distance and reached the actual Pole. The sun indicated a local noon for all meridians met, but north, east and west vanished. It was south in every direction, but the compass pointing to the magnetic pole was as useful as ever.

THE PUBLIC STILL  
SCPTICAL.

LATER.  
Dr. Cook's narrative has failed completely to dissipate the reserve which is maintained towards the account of the journey.  
Even in America the reluctance to accept the uncorroborated story is not wholly dispelled.

## A DEATH SENTENCE.

LONDON, September 3rd.  
The Chilean Court has passed sentence of death on the late Chancellor of the German Legation at Santiago, who was alleged to have burnt down the Chancery and thereby caused the death of the porter in order to prevent discovery of financial irregularities.

## GERMANY'S BUDGET.

LONDON, September 3rd.  
The final accounts of the German Budget show a deficit of £6,000,000 sterling.

BANDMANN'S MERRY LITTLE  
MAIDS.

RETURN VISIT TO THE COLONY.

Mr. Bandmann's Merry Little Maids returned to the Colony yesterday from Manila and opened another short season at the Theatre Royal with the very popular comedy "Miss Hook of Holland." The piece was capitally staged and the company fully sustained the excellent impression they created on their recent visit. They were favoured with a very good house, considering the state of the atmosphere at this time of the year, and the audience it was evident greatly enjoyed the evening's entertainment. Miss E. Gregory had the title rôle, Mr. Fred Coyne took the part of Mr. Hook, Mr. Arthur Thomas that of Ludwig Schnappes and Mr. Frank Danby that of the leader. To-night the Company play "Havana."

## BOMBAY COTTON MILLS.

A sharp rise took place during the second week in August in Bombay cotton mill shares in consequence of the favourable prospects of the season. It is stated that some transactions have been financed as low as three per cent and that speculation has been considerable. Counties have kept in demand at Rs. 360, Canteen at Rs. 1570, James Greaves at Rs. 325, Connaught at Rs. 225, New City of Bombay at Rs. 750, Swadlow at Rs. 1260, Standards at Rs. 1170, Marajis at Rs. 3020 and Haseon Cottons at Rs. 950.

## CORRESPONDENCE.

THE LACK OF EDUCATIONAL  
FACILITIES AT THE PEAK.  
[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS"]

3rd September, 1909.  
DEAR SIR,—I was very pleased to read the letter from "Common Sense" in this morning's issue, for it explains the reason why a greater number of letters have not been sent in in support of the proposal to establish educational facilities at The Peak.

The subject seems to have been a good deal talked about and everybody appears to be agreed that something should be done without delay.  
Might I trespass on your space to deal with one or two points which have been raised?  
What is a Kindergarten? A school for little children in which instructive diversions, object lessons and healthful games are prominent features. The object of the Kindergarten is expressed by Froebel as follows:—"It shall ... give them enjoyment suited to their nature, strengthen their bodies, exercise their senses, employ the waking mind, make them acquainted judiciously with nature and society, cultivate especially the heart-temper, and lead them to the foundations of all living—to unity with themselves."

We may draw three conclusions from this, viz.: That the kindergarten system is the best for young children, especially in a place like Hongkong, where the control exercised by Chinese parents is so weak; (2) that to teach such a system a specially qualified and certificated mistress is necessary, and (3) that to be denied the facilities of such an excellent and happy training at a most impressionable period of their lives would be a great loss that children at home would not suffer.

Why should it be provided by the Government? The reasons are:—

- (1) Only by Government control can continuity be guaranteed.
- (2) Government control would place it above injudicious interference by outside parties.
- (3) That the important matter of education should be under a fully qualified Director of Education, which would be the case with the Government, but not with private control.
- (4) That money is being paid by all taxpayers in the Colony for educational purposes, and that the proper proportion of these funds should be devoted to education in the Peak District.
- (5) That the European residents are mainly a moving population with only temporary permanent, and from this standpoint, can more easily carry on an educational establishment.
- (6) That it can be carried on more cheaply by the Government than by private individuals.

Could a site be found for the school? There are several suitable sites, but one already exists, in a central position on the Peak, which belongs to the Government and can be appropriated without any expense and without interfering with existing interests. I refer to a piece of garden at the west side of Government Villas, which appears to be most admirably suited for the purpose. The cost of erecting a small semi-open-air building on this site and equipping it as a school would be very small.

What would the cost of maintenance be? Your correspondent "A Parent," allowing for a certificated mistress, stationary, assistant teacher, rent, etc., estimates the cost at 400 dollars per month. Allowing \$75 of this for rent, the cost to the Government would at the most be \$325 dollars per month.

In your leading article on this subject, you estimated that at least forty children would attend the school, and it has since been estimated that fifty children would avail themselves of its advantages. However, taking the lower figure, and assuming a school fee of five dollars per month were charged, we get the revenue per month at 200 dollars.

The difference between 200 dollars revenue and 325 dollars expenditure, viz., 125 dollars per month, would be much more than covered by Peak district's contribution to educational purposes in the Colony's revenue.

It will be clear then that the provision of this school would not be in any way a demand on the community outside the Peak district, and I would submit that not only are the residents in this district entitled to ask that the school should be provided, but also they need not hesitate in sending their children to it, as they are finding the whole of the cost.

In any case, even if the fees have to be fixed so that the revenue from same meets the total expenditure, the Government would still be conferring a benefit on the children of the Peak by undertaking the responsibility of providing the school.

There are other points, but I am afraid I have already trespassed on your space, and my excuse must be, sir, because I remain.

THE CHILDREN'S FRIEND.

## NEGLECTED SANITARY WORK.

[TO THE EDITOR "HONGKONG DAILY PRESS"]  
SIR,—The writer, who has been a resident in Hongkong for some time, and who has followed with considerable interest the weird workings of the Colony's much-abused Sanitary Department, would be pleased to know at what hour the highly paid sanitary inspectors finish work for the day. Plague, apparently, has disappeared, the new sanitary regulations entail less energy and exertion than previously, and yet one has only to go to Blake Pier, Hongkong's principal landing stage, to find a state of things existing that would shame a knacker's yard. At 4.30

p.m. on Thursday afternoon several bathing parties assembled on the Pier to board their respective launches, and the sight presented to them on one of the landing stages was disgusting in the extreme. Dead cats and fowls swollen and putrid, festering in the sun, and emitting a stench sickening beyond all description. It is a matter for some comment that such things should be permitted, and it is to be hoped that the person whose duty it is to look after the sanitary condition of our principal landing stage will be among those lately recommended for the "order of the boot," so that his place may be filled by a more assiduous officer.

The writer has no desire to be officious, but considers that business should come before pleasure, a state of things that cannot exist in Hongkong, when even the sanitary inspectors can find time to sail their own cruising yachts and go off on a week-end jamboos!—Yours sincerely,

HIO ET URIQUE.

## TO-DAY'S GYMKHANA.

Considerable interest has been taken, during the last week or 10 days in the training of ponies for to-day's Gymkhana, and no doubt a few of those enthusiasts who have been hugging the rails in the mornings and evenings will be repaid for their trouble at the Pari-Mutuel. For the benefit of outsiders the following tips may prove useful:

GYMKHANA STAKES.—I think this event should bring out four starters, Garth, Best Friend, Triad and Pioneer (late Teletot). The race should prove an interesting one, and on Thursday's form Garth may be the first to catch the judge's eye. However, notwithstanding the fact that Triad seemed to be going a bit scratchy, I imagine that he will pull off the race. Mr. Dryadist will doubtless declare to win with this pony, seeing that he has already got 10 marks to his credit. Teletot, I expect will come home a very good last.

POLO PONY STAKES.—I should say that six ponies will face the starter here. It will be a difficult matter to spot the winner on this occasion, but my idea is that Middlesex is the pick of the bunch, followed by whichever pony Mr. Johnstone elects to start, with Swan a good third.

THREE-QUARTER MILE HANDICAP.—B. CLASS.—Kamranh, it would appear, is very much off colour, and on Thursday evening was pulled up in the straight after setting out on the three-quarter-mile gallop. I should not think he will compete. Teledot (late Hookstay) has not been noticed on the course, and when seen at the stables looks very fat and not at all in racing trim. Gumbler also is going very badly and need not be reckoned with. This time out the Tortoise (late Strathmill), Polo Stick, Dammit (peculiar name for a pony, but I have it on good authority that it means in Malay "small"), and Argyle. Well, there seems no question as to which is the best pony; and if Mr. Seth sits quietly and keeps his pony straight he should have an easy win. Cavalier of Polo Stick I place second, Dammit next, with Argyle to bring up the rear.

THREE-QUARTER MILE HANDICAP.—A. CLASS.—It is somewhat hard to know what ponies to expect in this race. The field, I should say, must be very limited, and the race not too interesting from a spectator's point of view. Triad may come out, but I should think it unlikely after having gone for the mile. Seafoam probably will appear, also H. H. and Herbiatist. The last named should start an easy favourite, and if I mistake not, win in a canter.

ONE MILE AND A QUARTER.—The last race of the day, and always a popular one, should account for five starters. Best Friend is my particular fancy, but at the weights he will have a hard fight to beat either Greyback or Lamerton. The handicappers have dealt very leniently with the last mentioned pony, and he appears to be going very strong. Mr. Blank, that most enthusiastic sportsman, I have heard, feels confident about Greyback. Should he be mistaken, however, he can rest assured that he will have a good run for his money. Toddlers is evidently proud of his new name, for he has bunked up wonderfully since the time when he was styled Phoenix, and used to loll along on three legs. This is, no doubt, due to careful training, but still I scarcely think he is fit enough to win the handicap at this meeting.

## ONLOOKER.

## A STATE LOTTERY.

The accounts of the Italian State lottery for 1907-1908 just published show an increase of receipts to the amount of £120,000, or a total of £3,336,000 of gross receipts in the year. Of these gross receipts £1,500,000 went back to the players in the form of prizes, and a profit of £1,736,000 remains to the State after the deduction for expenditures. This is the highest figure that the "Lotto" has yet reached in a year, the *Times* Home correspondent says, and more than one newspaper seems to experience searchings of conscience over an increase of revenue from such a quarter. Certainly a comparison of the local statistics of the "Lotto" with other figures yields a curious result. One need hardly say, to begin with, that the great majority of the "Lotto" players are in the south of Italy. The curve of average "Lotto" play seems to follow roughly the curve of illiteracy. It would seem, too, that the great supporters of the "Lotto" are the poorest of the poor. More than half of the tickets sold are for sums below fivepence. Tickets of over half-a-crown hardly account for one-tenth of the receipts. The *Stampo* of Turin laments the fact that the State should derive such profit from the most poor and ignorant of the populace. It would be more to the point to complain that the State should play with such unfair chances in its favor. A lottery arranged on a scale that leaves it an almost certain winner of half the money played does not seem particularly just; and that, during the last five years, has been the position of the "Lotto" in Italy.



## COMPANY MEETING.

## COTTAM AND CO., LTD.

A general meeting of the shareholders of Cottam and Co., Ltd. (in liquidation), was held yesterday afternoon in the King Edward Hotel. Mr. Benzeville, the liquidator, presided, and the only other present were Messrs. J. Walker, T. S. Reynolds and T. Petrie.

The liquidator presented a final statement showing the liabilities of the company to be \$74,334.43 and the total assets \$3,552.09, leaving a deficit of \$70,782.34.

After an explanation of the accounts, Mr. Petrie addressed the meeting. He expressed regret that none of the ex-directors of the company were present at the last meeting of the company, but nevertheless he could not allow the opportunity to pass without making some remarks. Continuing, he said:—It is obvious from what the liquidator has said that our money is lost; every cent of it, and that even our creditors stand little chance of recovering their due. It is a deplorable business, gentlemen, for which promoters and directors of the company might well bury their heads. In four years this company, for various reasons that have been explained and some that have never been explained, has gone through its entire capital of \$60,000. Previous to that, gentlemen, it was a private business earning 25 per cent. profit on a capital of \$40,000. At least so we were told by the prospectus. Well, gentlemen, that prospectus was either a concoction to wheedle money out of our pockets, or something has been radically wrong with the working of the company. We have all heard of alleged defalcations of a former manager, of his neglect of the business, etc., but these alone, if true, are not sufficient reason for the company being in the position it is in today. A few loyal shareholders have endeavored to get at the real truth. It has been like knocking on a wall of granite. The real facts concerning the promotion of this company, where the capital was banked and whether it was all subscribed or not are still a sealed book in so far as the shareholders are concerned. The minute book of the company, a book which ought to have been kept with the greatest care and accuracy, is sufficient proof itself of the grossly indifferent manner in which the affairs of the company have been looked after. Gentlemen, not a little of this disaster is due to the hole and corner manner in which the meetings of this company have been conducted. The publicity of the Press, regardless of the information it would have conveyed to our competitors, would, in the end, I am sure, have been beneficial. This disgraceful and creditable business will be a warning to those of us who have lost our money to beware for the future of amateur company promotion. There is still one hope left, and that is that the whole thing will be sifted out to the bottom by the Government, and with this object in view I would ask any shareholder, who would care to do so, to join me in a petition to His Excellency the Governor craving him to order a public investigation. The case is too extraordinary and the facts that could be put before His Excellency far too grave to pass unnoticed. Gentlemen, we cannot afford to throw good money after bad, but such a petition could be drawn up at trifling cost and His Excellency, I feel sure, would do the rest.

There were no further remarks and the meeting terminated.

## ON THE WORLD'S ROOF-TREE.

The difficulties of an overland journey from St. Petersburg to India are graphically described by Mr. H. Whitaker in the August number of *Travel and Exploration*. Having to rejoin his regiment (the Rifle Brigade) in India and wishing to try his luck among the wild sheep and ibex of the Hindu Kush Mountains on his way, he travelled by train to Tashkent, the capital of Russian Turkestan, by "taranta," with relays of ponies from there to Kulja and thence on to Yarkand with a guide, three caravan men, eight ponies, and an escort consisting of two Chinese soldiers. At this stage the difficult part of the journey began.

"Between Saken Beg and Teh," says Mr. Whitaker, "a great number of ponies succumb from exhaustion, hunger, cold and the effects of the varied air. Some idea of the actual number that perish may be obtained from the fact that for over one hundred miles the road is clearly marked by their skeletons, which are scattered along it at intervals of from thirty to fifty yards. My caravan lost five out of eleven ponies. As a Pathan with whom I travelled remarked, 'This is indeed starvation road.' Between Kulja and Bishangur I crossed twenty-three passes over 17,400 feet. As there are no bridges these passes are often delayed for days at a time by a swollen river. On one occasion we had to ford one stream thirty-one times in six miles. Another day, owing to the depth of the river, at two places, it was necessary to use ropes in hauling the baggage up cliffs and in dragging ponies up stream in a current against which they were unable to swim. The difficulties of one pass were increased by a snow-storm, which obscured all landmarks, causing our guide to lose his way and lead us into deep snow drifts. Two ponies died from exhaustion, but by hard work on everybody's part at cutting paths through the drifts we got across, and at 9 p.m. camp was pitched by moonlight, at 11,000 feet, on the Yuldas Plains. That night the thermometer registered 23 degrees of frost. The Muzart Pass out of the Thian Shan into Turkestan is between 12,000 and 13,000 feet, and lives up to its name, which means 'joy,' for on the south side the track leads down a glacier. The path goes backwards and forwards to avoid the crevasses, and owing to this it took eight hours to cover a distance which the snow fields are barely five miles. At one place the track leads over an almost perpendicular wall of ice in which steps are cut. It was really wonderful to see the loaded ponies being lowered by means of their tails down this 20 foot ice-staircase.

How to be beautiful—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Speciale Skin and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

## THE TRADE OF CANTON FOR 1908.

Mr. Acting Consul-General Fox, in his annual report says:—Canton is the natural distributing centre for the two provinces of Kwangtung and Kwangsi, the former with an area of 100,000 square miles and a population of 31,865,000, being one of the largest and most densely populated provinces in China, the latter, with an area of 77,000 square miles and a population of only 5,000,000, the most thinly populated and least developed of the eighteen provinces.

It is remarkable that there is hardly one town or district of any importance from a commercial point of view within an area considerably larger than that of the British Isles that cannot be reached by water from Canton. Goods are habitually transported on these waterways to points in the Provinces of Yunnan, Kweichow, Kwangsi, Hunan and Kiangsi.

The number of foreign residents, which until ten years ago remained stationary at between 300 and 350, had increased in 1908 to 1,200 and is now (April, 1909) close on 1,350.

The total foreign population of Canton is probably over 1,500. But few lots on either concession now remain unbuilt on, and the value of land and house property has risen to such an extent that a lot on the British concession, measuring 12,645 square feet, which changed hands in 1895, for some 4,000 dol., was recently sold by public auction for 37,800 dol. (3,150). This works out at 21,745 dol. per Chinese mou (1 acre equals 6.6 mou) or 238 dol., say, 5s. per square foot.

It is dangerous to prophesy in the East, but everything seems to point to Shamen becoming more and more the business centre of Canton. The settlement is most conveniently situated at the front door, as it were, of the business quarter of the city; it is easily accessible to Chinese merchants and dealers, who have a natural aversion to crossing the water, and its extra-territorial status and immunity from Chinese official control are strong inducements to the mercantile class to conduct their business transactions on the concessions.

Shamen has, moreover, the great advantage of a water frontage measuring some 200 or 300 yards, facing that section of the harbour reserved for the anchorage of ocean steamers, and the river steamer wharves commencing on the other side of the narrow defence creek at the east end of the French concession.

The new Chinese bank, or bankment, now in course of construction, will in time connect in one piece, by a broad road suited to vehicular traffic, with the terminal stations of the Canton-Hankow and Canton-Kowloon Railways at Wong Sha and Tai Sha Tau.

Ocean steamers drawing as much as 17 feet can come up with the tide and anchor in deep water of Shamen; river steamers, drawing not more than 9½ feet most alongside the wharves at any state of the tide.

The city of Canton—so which distinguished the name and long ago applied the name of "Nightmare City" such was the impression that its labyrinth of dark and narrow streets, the weird and often repulsive display of animal and vegetable food-stuffs, and its hurrying, chattering stream of yellow humanity made upon him—is now well within the beaten track of tourists, and therefore needs no detailed description in this place.

The city, with its 1,250,000 inhabitants, at a moderate estimate, is one of the largest and probably the wealthiest of the great cities of China. Its people, famous for their enterprise and business capacity, have spread all over the Empire, and are to be found playing a leading part in all the Chinese communities of America, Australia and the Malay Peninsula. They have placed themselves in the van of the movement towards reform and constitutional government. In Canton may be seen more markedly than in any other Chinese city at the present day the visible effects of China's awakening in the shape of patriotic societies, whose leaders discuss the questions of the day, more particularly those relating to foreign affairs, at public meetings; a young and irresponsible Press, which is rapidly acquiring many of the worst features of "yellow journalism"; and that unreasoning dislike and suspicion of foreign nations, which find expression in the boycott.

As regards the last-named institution, matters have now come to such a pass that any attempt on the part of a foreign firm in Canton to press home a claim, however just, against a native merchant, is met by the threat of a boycott. In a recent flagrant case of the imitation of a trade mark on certain underclothing of British manufacture, the Chinese magistrate executed his refusal to record a conviction and imposed an exemplary fine on the owner that he did so the firm importing the goods would lose all their business in Canton.

THE PORT OF CANTON. If the description applied to Canton in an old Commercial Directory of the year 1842, "one of the greatest emporiums in the East, ranking as a port of trade either before or immediately after Calcutta" no longer holds good, Canton, the oldest Treaty port in China, still ranks amongst the four largest ports in China.

Taking the whole value of the steamers borne trade, Canton in 1907 took third place, after Haikow and Shanghai, and, as regards trade with foreign countries, Canton was second only to Shanghai.

The expansion in the trade of the port, which has been especially noticeable during the past six years, should receive a strong impetus with the advent of the two main lines to Hankow and Hongkong, while the advantages it possesses in good and cheap labour, facilities for transport, and coal mines within easy reach, assure Canton's future as a great manufacturing centre.

I think I have said enough in the foregoing sketch, necessarily brief and imperfect, to demonstrate to British merchants and manufacturers that Canton is a market worthy of their particular attention.

## COMPARATIVE VALUE OF TRADE OF CANTON IN 1908.

A drop of no less than 74 in the average sterling value of the Haikwan tea in 1908, compared with its average value in 1907, renders a comparison of the sterling values of the trade of Canton during 1908 and preceding years somewhat misleading.

Foreign imports would have shown a decline but for the large increase (2,659,906 taels) in the value of Indian opium, and an increase in kerosene oil (125,134 taels).

The considerable rise in native imports (7,999,706 taels) is due to increased imports of beans, groundnuts, native opium and rice, the latter a special import to relieve the distress caused by the disastrous floods in the Canton Delta in June and July of last year.

Exports of native produce show a falling-off of 7,589,764 taels, chiefly owing to a decrease in the values of those staples of Canton, matting and tea.

Re-exports of foreign goods consist chiefly of kerosene oil transhipped to West River ports, and native re-exports are made up of beans, groundnut oil, and other northern products imported by direct steamer and returned to Canton for sale.

An ideolot the close commercial relations existing between Hongkong and Canton may be gathered from the fact that, of the total trade of Canton with foreign countries in 1908, amounting to 73,976,421 taels (9,853,524), Hongkong's share was 70,333,835 taels (9,377,842), or almost 95 per cent.

Exports.—The majority of the 27 British firms, including eight British Indian enterprises, established in Canton are interested exclusively in exports to buyers and shippers. Of these exports the most important are, in their order of value, silk, mats and matting, castles and—although this once famous commodity is fast disappearing from British merchants' ledgers—tea.

I am indebted to several gentlemen for the following notes on the trade in the above-mentioned articles.

The total production of raw silk, which term covers all qualities of silks spun from cocoons reared in China, was 37,000 bales, yielded by eight crops. Merchants and spinners had a fairly good year, but producers suffered as crops were uniformly poor or only of medium quality and quantity.

A feature of the year's trade was the considerable increase in the export to America. From July to December approximately 9,000 bales were shipped to New York, as against 4,000 during the same period in 1907. The demand is due to the introduction of a new grade of piece-goods, for which Canton raw silk has been found most adaptable.

My informant says that serious complaints have been made with regard to the poor quality of raw silk and the fact that the quality of the raw silk during the past year. Spinners in the interior, who suffered considerably from the general depression at the end of 1907, sought to recuperate themselves by dismissing their skilled hands and working with unskilled labour at lower wages. The consequence has been a general deterioration of their production. One large European firm, which has installed a special plant for dealing with the Canton product, at a cost of 750,000 taels, has threatened to destroy it and cost of Canton silk altogether unless a considerable improvement in the quality of raw silk is shown.

On the other hand, I am informed that the Canton product is at best a low grade silk, the semi-tropical climate, with its variable winds and uncertainty, making the rearing of high grade cocoons almost an impossibility. European spinning machinery would undoubtedly give better results, but its cost is prohibitive.

## MATS AND MATTING.

The falling-off in the quantity of matting exported from Canton in 1908 is attributed to the weak demand from America—the principal market for Canton matting—owing to a commercial depression following on the financial crisis of 1907.

As compared with Japanese matting, the Cantonese product is, I am informed, distinctly the more durable of the two, but, on the other hand, the Japanese article is more artistic, and, if it does not last so long, enables purchasers to make a change of pattern from time to time.

It is said that a falling-off in the quality of straw used in the manufacture of Canton mats has been noticeable during the past few years. Dealers say that, owing to the comparatively low price realised by the farmers for their straw, the latter are unable to expend the same amount on fertilisers as they used to, and therefore cannot produce the same quantity of long fibre straw.

The coarseness of straw used in the manufacture of ordinary grades of matting in 1908 is also to some extent attributable to the low exchange which prevailed. This favoured a large export to America of narrow Nippon, the finest quality of Chinese matting, with the result that other grades had to be made of coarser straw, the residue of that used for narrow Nippon.

The present tariff in force in the United States is such that matting costing more than 10 cents gold per yard (export price from Canton after duty and other charges have been deducted) pays a duty which is so high as to put the higher grades of Canton matting, except when a low rate of value prevails, out of the field.

This falling-off in the quality of straw used for the manufacture of Canton matting is having the effect of diverting a certain amount of business to Cochinchina, where what is known as Cochinchina matting is made. One of the largest Chinese dealers in Canton has quite recently acquired an interest in the manufacture of "Cochinchina."

Cochinchina matting is in many ways inferior to the Canton article, but it appears to be a growing industry which may before long seriously affect the Cantonese market. That trade is moreover it is already suffering from a decreased output of straw, the enhanced price of rice making it more profitable for farmers to cultivate paddy instead of matting straw. Considerable areas, in what are known as the matting districts, have, I understand, been given over to rice.

The export of mats for packing purposes is steadily increasing. A small Continental business has lately sprung up, and there is some inquiry from the United Kingdom.

## CASSIA LIGNEA.

The average prices in 1908 were higher than in the previous year, attributable to a shortage of supply and a brisk demand. Prices at the end of the year were on a level that has not been reached for a considerable period.

The quality showed an improvement, especially in regard to colours, but Chinese producers, in spite of the action taken by the Cassia Guild and the Chamber of Commerce in 1907, still pursue their suicidal policy of giving short weight.

The business in cassia bark was poor, undoubtedly a result of the inferior qualities supplied in recent years, which had the natural effect of curtailing orders.

## TEA.

The prophecy, oft repeated in Canton-trade reports, that Canton's one time valuable tea trade with Europe was doomed to gradual extinction, unless the Chinese paid more attention to the preparation and packing of the tea leaf, would seem to have been fulfilled. In his 1907 report the Commissioner of Customs wrote:—"Canton teas are not worth mentioning," and last year's export was smaller than that of 1907 by 4,501 lbs.

The competition of Indian and Ceylon teas has proved too much for the Chinese article, although the latter is admittedly purer and more wholesome than its rivals. The principal markets for Canton tea at present are Peru, Havana, South Africa, America and Australia, whereas, in short, Cantonese reside, the trade being for the most part in Chinese hands.

I am told that the quality of Canton teas is quite as good as ever it was, but dealers, being able to dispose of their goods in China and the markets above mentioned, take little interest in the European market.

It is a pity that the Cantonese do not, in view of the present revival of China tea in the United Kingdom, make some attempt to recapture this important market.

## OPIMUM IMPORTS.

It will be noticed on Table 2 at the end of this report that whereas the import of foreign opium into Canton decreased by

only 499 cwts., say, 286 chests, the value rose, in spite of the drop in exchange, by 123,982, that is to say, by 2,659,996 Haikwan taels. This extraordinary rise in value is due to the enhanced sale prices of the drug in India, the maximum and minimum prices obtained in 1908 being much higher than those obtained in 1907. For Hongkong dealers the year's workings in opium are described as unsatisfactory, the attempt of the Chinese authorities to regulate and restrict the sale of raw opium in this province having seriously disturbed the normal course of the trade. In Canton the business is in the hands of native dealers, who report a fairly good year.

Public opium smoking, in divans and restaurants, has practically ceased owing to the strict enforcement of the regulations by the police, but there would appear to be little diminution in the amount of opium smoked privately, and the authorities have so far failed to induce smokers to take out licences.

As these licences take the form of a printed document on a board some 12 inches square, which must be produced by the holder when purchasing opium, this reluctance on the part of smokers is not to be wondered at.

The quantity of native opium shown in the customs returns forms only a part of the total import through other channels, authorised and illicit, which is estimated at some 5,000 piculs per annum.

A local dealer informs me that a marked falling-off was noticeable last year in the quantity of native opium coming down from Yunnan, Kweichow, and Szechuan, and he attributes this partly to the fact that the partial stoppage of cultivation in North China has created an increased demand for the drug at that quarter, and partly to the fact that the price of native opium has risen owing to the Tung-shan tax of 115 taels per picul now imposed.

The price of an ounce of boiled native opium, best quality, is now about 6 mace 4 candareens (1s. 8d.), as compared with 8 mace 8 candareens (2s. 4d.) for the Indian article.

Opium smoking in Canton is gradually becoming a luxury, indulged in by well-to-do people only, who prefer to pay a little more to get the foreign drug.

A perusal of the above list enables one to form an idea of the immense business done in foreign goods in Canton, and the varied requirements of the Canton market.

A list of the principal articles of foreign origin imported into Canton with their values for 1907 and 1908 is given. The Consul adds:—

I do not propose to make any detailed comments on this list, but I would suggest that any reader of this report who is interested in the particular import should refer to the Consular-Generals' list, stating as exactly as possible the particulars required, and no effort will be spared to supply the desired information.

Inquiries addressed to Consulates in China on trade matters are often of so general and vague a description that it is exceedingly difficult to make adequate replies. If firms in the United Kingdom would only take the Consul a little more into their confidence with regard to the scope of their business, the nature and cost of the articles they deal in, and the terms they are prepared to offer, his part would do his best to tell them what demand existed for the articles in question, and what chances there were of business being done.

## JAPANESE BOYCOTT.

It will be noticed that the Japanese boycott, now to all intents and purposes dead, is responsible for a serious falling-off in the import of Japanese products, such as marine delicacies, matches and piece-goods.

In comparing the values of other imports it should be borne in mind that in many cases the Canton returns of the Imperial Maritime Customs do not necessarily represent the total import of any particular commodity. There is still an important junk trade between Hongkong and Canton, and even foreign importers often find it pays them to import such goods as yarn, flour, sugar, &c., by junk, paying duty at the native customs.

## RICES.

The big drop in the import of foreign rice is due to the good harvests in the Yangtze Valley, which enabled Canton to draw the bulk of its supplies from Wuhu and Yangtze ports instead of Saigon and Bangkok.

The import from Yangtze ports, 6,175,538 piculs, was, as a matter of fact, considerably above normal, owing to heavy shipments for the relief of sufferers by the floods.

## YARN.

In round figures the import of Indian yarn from Hongkong into the province amounted last year to:—

	Bales.
Canton and Fatsan	20,000
Swatow	50,000
West River	50,000
East River	15,000
Siam (near Samsan)	15,000
Total	150,000

## FLOUR.

Flour is becoming more popular every year, and regularly appears in the form of bread and biscuits on the tables of the middle and upper classes.

The import is almost entirely the product of American mill. Australian flour, which had assumed a prominent position in 1907, disappeared from the returns last year, being unable to compete with its old-established American rival, and for the same reason the local flour mill in Hongkong, which was established for the purpose of supplying the Chinese market two years ago, was obliged to close its doors.

It will be noticed that whereas the quantity of flour imported last year shows a decrease of over 27,000 cwts., values rose some 329,000 taels. This is due to the Canton valuation having been raised from 2.90 tael per picul for 1907 returns to 4.05 tael for the 1908 returns.

I take this opportunity of pointing out that the values given in the customs returns are not net values, but uniform values supplied annually to each port for its use by the Statistical Department in Shanghai. This explains the discrepancies that are often noticed in the customs returns between their values, say, for flour oil, and the current market price of those commodities.

## COAL.

Japanese coal is now shipped direct to Canton by steamer instead of, as heretofore, to Hongkong with transshipment into junk or lighter.

In the absence of good roads there is at present no demand for motor cars, but the waterways which take the place of roads offer an almost unlimited market for motor boats.

Motors will undoubtedly in time take the place of the steam launches towing native passenger boats, referred to in the introduction to this report, and, if the comparative coarseness of home-made petrol does not prove a bar to their introduction, a solution of the difficulty may be found in the recently invented "suction gas" plant, which has a consumption of coal of under 1 lb. per horse-power per hour, and which, I understand, enables gas-propelled motors to be run at about one-sixth of the cost of an oil motor.

Two large motor passenger boats, of English make, are now running on the West River above Wuchow, two American machines have recently been purchased by the Canton Railway, and the Chinese Admiral's new yacht, built in Hongkong, is a twin-screw motor launch, developing 100 horse-power with two motors. Smaller launches of various patterns are coming into use for harbour work and towing purposes in the Delta.

## TRADE-MARKS AND PATENTS.

The increased sale for articles of foreign manufacture has encouraged the imitation of foreign trade-marks and patents. It is satisfactory to be able to record that the Chinese authorities in Canton are showing a disposition to protect British trade-marks, the most recent case being the filing of a native shop-keeper for importing a spurious imitation of a well-known brand of condensed milk.

The authorities do not, however, extend this protection to patent articles, holding apparently that there is a distinction between the imitation of a trade-mark, with obvious intent to defraud, and the imitation of an article where the copy may be to all intents and purposes as good as the original.

## NOTES ON LOCAL INDUSTRIES.

Among the more recently established factories and undertakings making use of labour-saving machinery, the following may be commended to the notice of British manufacturers:—

The Canton Government Cement Works.—Built at a cost of 300,000 dol. Machinery, consisting of a main steam engine with three boilers (500 horse-power), elevators, grinding machines, drying plant, crushing, &c., supplied at an additional cost of 320,000 dol., supplied an additional output per diem, 500 barrels of 400 lbs. net each.

These works are now in operation, under German supervision, the management being Chinese.

With special facilities for obtaining cheap limestone and cheap labour, and a growing demand for cement on railways and other works, they should, if capably managed, prove a paying concern.

Canton Waterworks.—These waterworks, built at a cost of 1,500,000 dol., under the supervision of a British engineer, were opened in August, 1908. The machinery, all of British manufacture, is capable of supplying 6,000,000 gallons of water every 24 hours.

The water, taken from the river a few miles above Canton, appears to be of good quality, and already some 40 miles of piping have been laid down in the city and suburbs, from which water is supplied to over 10,000 subscribers. The waterworks are under Chinese management, no foreigners being employed.

Canton Electric Light Works.—These works, erected by the Chinese Light and Power Company of Hongkong, are situated at the Ng Sin Moon (South Gate). The plant is up to date in every detail, and with the exception of an engine of British manufacture, it consists of three Diesel oil engines burning crude petroleum, the total brake horse-power being 500, five steam engines of a total brake horse-power of 730, four Babcock-Wilcox water-tube boilers, burning Japanese coal, and one Green's economiser. Induced draught is used, Contrado and Worthington condensers. The staff consists of two engineers, one mains superintendent and 121 Chinese.

Electric energy is supplied to Canton city and the foreign settlement of Shamen by means of overhead high-pressure mains, carried on iron and wooden poles. The primary pressure is 2,000 volts. The secondary or house service pressure, is 100 volts. The current is alternating. The supply time in the city being from sunset to sunrise. Consumers connected to Mains:—Shamen, 167; Canton city, 2,642; Total, 2,809.

Total number of 8 candle power (equivalent) lamps connected (March 1, 1909), 26,510.

There are in addition to the above the Canton Arsenal, smokeless powder factory, the provincial mill, a paper mill, a cigarette factory, several small shipbuilding and ship repairing yards; the railway works; Canton-Hankow and Canton-Samshui railways, and the new river bunding, now in course of construction, which requires steel bridges and landing stages.

Least, however, any British firm should have its attention called to this page and take the trouble to send out illustrated catalogues and circulars and make enquiries with regard to the openings for machinery above indicated. I take this opportunity of repeating what my predecessor wrote last year, that catalogues, more especially of railway material, are useless, and that the only way to obtain orders is to follow the German and American example and send out competent men who will find out exactly what the Chinese want, tell them exactly what they can supply and for how much, and in short be prepared to exercise that patience, tact and business acumen without which in these days big orders are not obtained in China. British manufacturers are too often content to be represented by merchants in China, who, however willing they may be to push their wares, have not the time to devote to the business and are without the necessary expert knowledge.

I am convinced that it is for this reason that so many large orders for railway material have, during the past year, gone to German and American firms.

It is not surprising that it is for this reason that so many large orders for railway material have, during the past year, gone to German and American firms.

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## SKIN SCALP



## HAIR HANDS

Cleansed Purified and

Beautified by

## CUTICURA SOAP

The constant use of Cuticura Soap, assisted when necessary by Cuticura Ointment, not only preserves, purifies and beautifies the skin, scalp, hair and hands, but prevents clogging of the











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secondary symptoms, etc., and no suffering  
could fail to procure a copy post free in plain sealed  
envelope for P.O. sixpence from Mr. Lewis Medical  
Catalister, 22, Wexley Road, Gospel Oak, London.

HONGKONG.

Hongkong, 1st September, 1909.

HONGKONG.

Hongkong, 1st September, 1909. Queen's Building. 2

1997-1998



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DEVANHA	Noon, 4th	See Special Advertisement
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. C. J. Benton, R.N.R.	About 9th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	CEYLON Capt. H. N. Rivers	About 10th Sept.	Freight and Passage.
SHANGHAI	DELTA Capt. B. W. H. Snow, R.N.R.	About 16th Sept.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 4th September, 1909.

## CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, SHANGHAI and CHINGKIANG	"SZECHUEN"	On 4th Sept., 4 P.M.
SHANGHAI	"CHENAN"	On 5th Sept., 4 P.M.
MANILA	"TAMING"	On 7th Sept., 4 P.M.
LOILO	"KATONG"	On 8th Sept., 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 9th Sept., 4 P.M.
SHANGHAI	"ANHU"	On 9th Sept., 4 P.M.
THINGTAU, CHEFOO and NEWCHANG	"NANCHANG"	On 9th Sept., 4 P.M.
SHANGHAI	"LINAN"	On 12th Sept., 4 P.M.
MANILA	"TEAN"	On 14th Sept., 3 P.M.
SHANGHAI	"CHINHUA"	On 16th Sept., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREEMANTLE and PERTH	"TAIYUAN"	On 25th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

PAST SCHEDULE TWIN SCREW STEAMERS "ANHU," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

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## DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST ROUTE

HIGHEST CLASS ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	SUNDAY, 5th Sept., at Noon.
"HAIKUN"	AMOI and FOCHOW.	WEDNESDAY, 8th Sept., at Noon.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 3rd September, 1909.

1579

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Saturday, 4th Sept., 3 P.M.
SHANGHAI VIA SWATOW	"KWONGSANG"	Sunday, 5th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Monday, 6th Sept., 2 P.M.
MANILA	"YUENSANG"	Friday, 10th Sept., 4 P.M.
SINGAPORE, SAMARANG & SOERABAYA	"ONSANG"	Tuesday, 14th Sept., 2 P.M.
SINGAPORE, KOBÉ & MOJI	"NAMSANG"	Friday, 17th Sept., Noon.
MANILA	"LOONGSANG"	Friday, 17th Sept., 4 P.M.
SINGAPORE, SAMARANG & SOERABAYA	"HINSANG"	Sunday, 19th Sept., 4 P.M.

RETURN TOOLS TO JAPAN.

The Steamers "KONGSANG," "NAMSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuantan, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 61.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,  
Eongkong, 4th September, 1909.

GENERAL MANAGERS.

16

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI

## RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	23rd September.
COPENHAGEN and BALTIC PORTS	"CATHAY"	About end of Sept.

For Further Particulars apply to

MELOCHERS &amp; CO.,

AGENTS.

Hongkong, 26th August, 1909.

6

## NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID, VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	INABA MARU, Capt. B. Takeda, HITACHI MARU, Capt. N. Mathieson, SHIMANO MARU, Capt. K. Kawara,	6,500 7,000 7,000	WEDNESDAY, 15th Sept., at Daylight. WEDNESDAY, 29th Sept., at Daylight. TUESDAY, 14th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	STANGO MARU, Capt. S. Ishikawa, KUMANO MARU, Capt. M. Winkler, YAWATA MARU, Capt. T. Sekine,	8,000 6,000 5,000	TUESDAY, 28th Sept., at 4 P.M. FRIDAY, 1st Oct., at Noon. FRIDAY, 29th Oct., at Noon.
SHANGHAI, MOJI and KOBE	YETOROFU MARU, Capt. K. Soyeda, YEBOSHI MARU, Capt. B. Kon,	4,500 4,500	WEDNESDAY, 8th September. THURSDAY, 16th September.
BOMBAY via SINGAPORE and COLOMBO	IYO MARU, Capt. S. J. G. Parsons,	5,500	FRIDAY, 17th Sept., at 5 P.M.
KOBE and YOKOHAMA	KITANO MARU, Capt. B. E. Gope,	9,000	FRIDAY, 24th Sept., at 5 P.M.
KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine,	5,000	WEDNESDAY, 29th Sept., at Noon.

\* Fitted with New System of Wireless Telegraphy.

\* Omitting Keelung and Shimizu.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

## EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWEST BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU - (Capt. W. M. THOMPSON) - About Wed. 22nd Sept.

MIYASAKI MARU (Capt. T. MURAI) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. Gope) - About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

MANAGER. [15-93]

Hongkong, 1st September, 1909.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 4th Sept., 3 P.M.
ZAFIRO	2540	R. Rodger	Manila	On 11th Sept., Noon.

For Freight or Passage apply to SHEWAN, TOMES & Co.,  
General Managers. [14]

Hongkong, 25th August, 1909.

## HAMBURG-AMERIKA LINIE HAMBURG.

### EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. NICOMEDIA	12th Sept.
S.S. LIBERIA	15th Sept.
S.S. BELGRAVIA	27th Sept.
S.S. SILESIA	19th Oct.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 31st August, 1909.

### HOMeward.

FOR ROTTERDAM &amp; HAMBURG:

S.S. DORTMUND ... 7th Sept.

FOR ROTTERDAM &amp; HAMBURG:

S.S. SPEZIA ... 23rd Sept.

FOR HAVRE, BREMEN &amp; HAMBURG:

S.S. C. FELD, LAISZ ... 29th Sept.

FOR MARSEILLES, ANTWERP &amp; HAMBURG:

S.S. AMBERIA ... 17th Oct.

FOR NEW YORK:

S.S. ARAGONIA ... 21st Sept.

HAMBURG-AMERIKA LINIE,

Hongkong Office. [12]

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail Oct. 26th, at Noon.
S.S. MANSHU MARU	6,000 "	Dec. 10th, at Noon.
S.S. AMERICA MARU	6,000 "	Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.

Hongkong, 2nd September, 1909.

TOYO KISEN KAISHA, Yokohama. [462]

## THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

Head Office for the Far East:—

Japan Office:

16, DES VOGES ROAD,

14, WATER STREET.

HONGKONG.

YOKOHAMA

7591

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

### S.S. "MACEDONIA." (10,500 TONS.)

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES and LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19th, 1910, STATING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 16th.  
LONDON - - - - - APRIL 23rd.

FARES TO LONDON—

1st SALOON £71.10 SINGLE; £106.14 RETURN.  
2ND " £48.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT,

SUPERINTENDENT. [1075]

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ARCADIA.....	7000	February 5	MANTUA.....	11000	March 5	March 11
ASSAYE.....	7500	February 19	CHINA.....	8000	March 19	March 25
DELTA.....	8000	March 5	MALWA.....	11000	April 2	April 8
MACEDONTA.....	10500	March 19	(Through Steamer calling at BOMBAY)		April 16	April 22
DEVANHA.....	8000	April 2	MONGOLIA.....	10500	April 30	May 6
ASSAYE.....	8000	April 16	MARMORA.....	10500	May 14	May 20
DELTA.....	7500	April 30	MOREA.....	11000	May 28	June 3
DELHI.....	8000	May 14	MOOLTAN.....	10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Passengers reserved in Accommodation in the connecting Steamer from COLOMBO.

Hongkong (Including Surtax):  
FARES £71.10 SINGLE £106.14 RETURN.  
1st SALOON £48.8 " £72.12 "

In addition to the above Mail Steamers the following—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	January about 26	March about 12
* SUMATRA	February 9	March 26
* NYANZA	February 23	April 9
* SUNDA	March 23	May 7
* MALTA	April 20	June 4
* SARDINIA	May 4	June 18
* NORE	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd " £38.10 " £57.4 "

\* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,

[1076]

SUPERINTENDENT.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto, 6,178 "FITZPATRICK" Capt. E. R. Hutchinson, 4,416		SATURDAY, 25th Sept., at Noon. SATURDAY, 23rd Oct., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE  
Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES
TAMBUK VIA SWATOW, AMOI	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 5th Sept., at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Fochow will be made during the months of August and September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "EIJUN MARU" have First Class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,

MANAGER. [877]







## The Book Sale of the Year.

The Times Book Club holds its annual Sale to clear its shelves in October.

Of some books there are hundreds of copies, of others two or three.

They are all priced at amounts designed to sell, not keep the books. The prices are meant to clear the shelves, so you can be sure they show an enormous reduction.

The advance Catalogue is now ready. It will not be issued in England at all, on purpose to give you, who have to select and order by mail, an equal chance with the reader in England.

Write now for the Catalogue.

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### PROPOSED GREAT BALLOON ASCENT.

#### AMERICAN PROFESSOR'S PLANS.

Professor Todd, of America, who in September will endeavour to make a balloon ascent to a height of several miles, has given details to a representative of the New York Times of the objects of his ambitious plan. In the course of his remarks the professor says:

The object of my balloon trip is to learn whether, at a height of 25,000 feet, air pumped from the surrounding atmosphere and compressed will support human life. It is my theory that it will. If my balloon experiments prove that I am right, then I will have established the feasibility of a plan I have for building the highest, and consequently the most efficient, astronomical observatory in the world. This observatory will be on the summit of Mount Chimborazo, in the Andes of Ecuador. This peak has an altitude of 21,000 feet. It is perpetually covered with snow and ice. The atmosphere is so rarefied that human beings cannot breathe it and live. Hence the utility of my experiment with compressed air.

I should say here that a surprisingly large part of the public has a misconception of the object of my ascent. Many suppose that these ascensions are made so that the astronomer will get closer to and hence a better view of the heavenly bodies. Of course, it takes but a moment's thought to show that 10,000, 20,000, or even a 100,000 feet is an infinitesimal fraction of the vast space that separates the earth from even the moon, its nearest celestial neighbour, that the ascension would not be worth while, though it were made in a Pullman parlor car at the rate of a mile a minute.

#### ASTRONOMICAL OBSERVATIONS.

These astronomical observations are made from mountain tops simply with the object of getting as far as possible out of the moisture-laden atmosphere that enshrouds the lower-lying surfaces of the earth. You know how you can see the air quiver when you look along the pavement on a hot day? Well, that's the effect moisture has on the air when you look through a powerful telescope; the stronger the telescope the greater the quivering. You may spend thousands of dollars on a telescope and have it optically perfect; the rays may go through the glass and focus to perfection if the air is clear; but if there is any moisture in the atmosphere the rays will be shattered and scattered. The only way to obtain absolutely accurate results with a telescope is to get above the atmosphere that is always in commotion. I believe that if a man could get above a four-mile thickness of atmosphere and could exist there, he would find there the perfect conditions of air Isaac Newton spoke of. You know Sir Isaac predicted that a telescope could be set up on the highest mountain it would be possible to obtain there a stillness and clarity of air that would make the planets scientifically approachable.

#### QUESTION OF AIR PRESSURE.

In 1907 I made a trip up into the Chilean Andes to an altitude of 16,000 feet. This trip into the Andes afforded me an opportunity to give my theory concerning compressed air in high altitudes a preliminary test. The difficulty that human beings have in existing in a rarefied atmosphere is one of the many subjects on which scientists have colossal ignorance. The theory has been advanced that it is lack of oxygen in the air. A number of men have experimented in high altitudes with tanks of compressed oxygen, and the results have been very unsatisfactory.

Now my own theory is that it is simply a question of air pressure. At sea level every square inch of a man's body is under 15 lb. of atmospheric pressure. That is practically the pressure that the human body has been built to withstand. Now, when a man climbs to a 15,000-foot altitude the atmospheric pressure is reduced to 10 lb. to the square inch of his body, there is a natural trouble. I believe that if you keep up a normal atmospheric pressure on the body the oxygen in the air will take care of itself. In other words, if at an altitude of, say, 25,000 feet, you compress the air so that the pressure upon the human body is 15 lb. to the square inch, there will be sufficient oxygen in the air to maintain a normal physical condition.

#### TANK WITH COMPRESSED AIR.

As I have said, I gave this theory a partial test in the Andes when I made my expedition of 1907. I secured an iron oil tank and had it carried on the railroad to the 16,000-foot altitude, where my telescope was set up. Into this tank I had fitted an airtight manhole. As both electric light and compressed air were used in the nearby copper mines, I had both of these supplied to this tank. The air pressure inside the tank was practically the same as that experienced in the open at sea level.

As I had expected, to step into that tank, close the manhole, and turn on the compressed air, was like plunging from the 16,000-foot altitude to sea level. Within ten minutes after getting into the tank my headache completely disappeared and my pulse returned to a normal of 90 instead of 105. I could have stayed in there indefinitely, I suppose, but I used to remain about an hour, and feel entirely refreshed. My stay in the Chilean Andes, however, was not long enough for me to test out my theory conclusively.

Since my return the idea occurred to me that I might have an aluminum tank made, and by going up in a balloon thoroughly test my theory. For this purpose I have chosen the copper mines in the Chilean Andes. This is the reason for my balloon ascension next September.

### THE ART OF HEALING IN THIBET.

#### "MODERN" METHODS PRACTISED 1500 YEARS AGO.

The ancients, priests, and savants of Thibet were skilful physicians when almost the whole of Europe was overrun by ignorant savages or semi-civilised barbarians. The Russian Government recently received a petition from the Siberian Buddhists, requesting that medical schools should be established among them, in which the ancient Thibetan art of healing should be taught. In consequence of this strange petition, the Medical Academy of St. Petersburg has been making investigations concerning the claims of the ancient Thibetan art of healing.

A Thibetan handbook of medicine, which was known and used about 1,000 years ago, and even then was regarded as an "ancient" and venerated source of knowledge, was used as material for the investigation. The Russian Academicians have thus made the astonishing discovery that this book described drugs and cures which European physicians "discovered" many hundred years afterwards.

Thus the doctors of Thibet, so many centuries ago, were not only acquainted with the secrets of the entire human anatomy—how many bones there are in the human body, etc.—the principal nerves, namely, 9—but knew that the skin contained eleven million pores. According to this venerable book, "the heart is King of all the organs and the support of life." "Sicknesses in general originate owing to the evil and ignorance of human beings, especially owing to their inability

to overcome their passions, which disturb the healthy nourishing of the human organs. All evil thoughts also have a harmful influence on the heart and liver."

The physicians of Thibet 1,500 years ago employed the same means of diagnosing the condition of a sick person as the physicians of the present day—they felt the patient's pulse and looked at his tongue, etc. Among the "remedies" which they recommended, were not only vegetable diet, baths, compresses, but also massage and cupping. That is more remarkable is that physicians who did not keep their instruments quite clean were severely punished. The ancient Thibetans were in this respect extremely modern. The old Thibetan medicine-book prescribes that healthy persons should "lead an orderly, sensible manner of life, avoid all excesses and irregularities, also conscientiously church and keep clean both soul and body."

### "THE LAST OF THE SCOTS."

#### JOHN STUART BLACKIE'S CENTENARY.

Centenary celebrations have been so frequent in the past year that the absence of almost any reference to the centenary of John Stuart Blackie last month is a little surprising. He was "Glasgow's Scythian," the last of the Scots, to every journalist who had to write about his death fourteen years ago, and indeed it is not easy on a hurried review of our living contemporaries to discover anyone who quite so markedly and picturesquely represents old Scottish sentiment; but in fourteen years, says the *Glasgow News*, even the last of the Scots has become a vague tradition, except among those who know him personally.

This is due doubtless to the fact that Blackie's personality was greater than his work. If you heard him speak an audience in St. Andrew's Hall by singing "Will ye gang to Kelvingrove, bonnie lassie, O?" on a Sunday, or had seen that daring little plaided figure go along Princes-street carrying its own breeze with it, you would never forget him, but you may be excused for neglecting his poetry, and your time may be past for deriving any benefit from his little book—easily his most popular—on "Self-Culture." Who wants Self-Culture of the Brains kind at present? We are giving our brains and moral characters rest, and cultivating the *le bon sens*. Breath, the Varion Spring, and the dainty muscles. There is no success to Blackie, but you might make a fairly good simulacrum of him if it were possible to combine some of the characteristics of Lord Rosebery, Mr. Cunningham-Graham, and Mr. Barrie.

#### "A LITTLE DAFT."

"A little daft" was a frequent comment upon the good old man, but only the stupid said so, otherwise than with some admiration and affection. He was delightfully daft, with the daftness that is due to eternal youth, the innocence of childhood, and an utter absence of moral fear. Most of us meek through life with a constant effort to be conventional, and reserve our moments of High Jink for discreet companions; Blackie was as artless and unsophisticated as a lamb, and he gambolled openly with none of the self-consciousness that, according to R. L. Stevenson, makes the Briton so gawky a participant in any *al fresco* romp.

When he dropped theatrically on his knee and kissed a lady singer's hand before an audience, or when his plaid went blowing down the street like a banner, the cynical cried "pose!" Yet there was no more pose about Blackie than there is about a kitten; it is the circumspect who are always posing in their deep anxiety to conciliate a censorious world; that he should be attired a little differently from his fellows, and present a more picturesque figure than the average man of the multitude, was attributed to his dandyism, while the truth was that he was a work of art for which his wife was wholly responsible. Blackie was so far above any consideration of how he should be clothed that new clothes were substituted for his old ones without his knowing anything about the change.

The unkind allusions to Blackie sometimes made by his contemporaries were usually made in moments of irritation occasioned by his exuberance, which could offend souls depressed. "A man of more salt than ballast," Carlyle once wrote of him to Emerson; it was in more generous mood he wrote of him later as "a man of lively intellectual faculties, of ardent friendly character, and of wide speculation and acquirement, very fearless, very kindly, without ill-humour, and without guile." The latter virtues are manifested in a story of Blackie told by his nephew, Mr. Stodart Walker.

#### "WHAT MY WIFE TELLS ME."

One day he paid a visit to the office of an Edinburgh publisher, and mentioned that he had lectured the previous night on Scottish Home Rule. The publisher said, "I am astonished at your fondness for making an exhibition of yourself." Professor Blackie, without an other word, turned on his heel and went away slamming the door.

Presently he came back, opened the door, thrust in his head, and said: "Do you know, that's just what my wife tells me?" His philosophy, too, is epitomised in a letter in which he says: "The grand thing is to start in life with the deep conviction of the vastness of the world and the smallness of man, and to fling out broad arms of loving appreciation and reverential regard to all the phases of the true, the good, and the beautiful which make up the eternal divine miracle called the world, which is in very deed the living architecture, poetry, sculpture, painting, and music of the one self-existent, plastic, all-embracing 'logos' of which the biggest man is only a fraction. Above all things, avoid the temptation of wishing to appear clever and smart; cleverness is only valuable as an unconscious accompaniment of an honest reality, such as the bicker of a mountain tarn or the flashing of a trout in a stream. Read the Sermon on the Mount, or Romans xii., or I. Cor. xiii., at least once a week, and set them out every day of the week and every hour of the day."

In sixty years Professor Blackie published forty books, most of them purely ephemeral in their interest, and confessedly intended as a stimulus only for the moment. "Self-Culture" has been the most popular of his works; it went through eleven editions in eight years, is now well on to its thirtieth, and has been translated into eleven different languages—from that in Finland to that of the Indian Empire. In poetry he produced seven volumes of translations and eight of original verse.

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